An Incessant Downpour and Furious Gales of Wind.

TRAVEL AND TRAFFIC IMPEDED.

Houses Flooded, Tracks Buried and Shipping Endangered.

There was no abatement vesterday in the storm which broke over this section on Saturday, the rain falling steadily all day and to a depth of fully half an The present storm started in the Southeast, and did not reach here until Sunday afternoon, the one which broke on Saturday having started in the est. Between these two storms New York has had West. Between these two storms New York has had an abundance of rain and the streets something that they have needed for a long time—a thoroughly good cleansing. From all along the Atlantic coast yesterday came tidings of rain storms, despatches stating that rain was falling at Charleston, Wilmington (N. C.). Norfolk, Washington, Baltimore, Philadelphia and otherpoints. At eight o'clock yesterday morning the depth of the rainfall at Wilmington, N. C., during the preservous sight hours was found to be 4.83.00. he previous eight hours was found to be 4 38-100 inches; at Baltimore it was 38-100 of an inch, and at Norfolk 90-100 of an inch. In this city it was 45-100 of an inch, and during the day it increased to fully half an inch. Despatches received from the West yesterday state that the storm which began in that weather there was delightful.

The damaged caused by the storm in this city was asinly the overflowing of cellars, particularly along the river front. Almost every heavy storm that comes along is sure to flood these underground spartments, and the one that raged yesterday was no exception to the rule. The water rushed through the gutters and unable to find an outlet in the culverts at the corners, which filled early in the day overflowed on the sidewalks and into the cellars. In many instances the water flooded the roadways and rendered the crossing of streets anything but pleasant to pedestrians. All along

many instances the water flooded the readways and rendered the crossing of streets anything but pleasant to pedestrians. All along Front street, South street, West street and the adjacent thoroughfares there was hardly a cellar to which Jupiter Pluvius had not paid tribute. The sidewalks were covered with boxes and baies of all degrees of dampness that had been rescued from subterranean apartments, and their owners were getting tnem under cover with all possible despatch. And still the rain poured steadily, mercilessly, without apparently the faintest intention of ever stopping. People looked rusefully from under their dripping umbrellas at the leaden clouds in hopes to catch even a faint beam of sunlight; but in vain, the much wished for harbinger of clear weather was never visible for a moment.

The storm raged with great violence in Brooklyn. Several trees were blown down on the streets and some inconvenience to travel on horse car routes was experienced. Business in the stores was almost at a standstill. Considerable damage was done to houses in course of construction. A new four story builting, which was nearly finished, on Clinton avenue, near Myrtie avenue, Brooklyn, was undermined by the rain, and fell in with a loud crash about five o'clock in the evening. The loss to the where, whose name was not ascertained, is about \$2,000. Many cellars were flooded, and many of the eccupants of the shanties on "the flats," south of Hamilton avenue, were driven from their hovels by the rain, which swelled the rivulets into miniature rivors, and forced its way into their habitations. Sewers in the lower streets, near the river front, sewer overflowed, and many roofs leaked—to make matters within as uncomfortable as possible.

CONEY ISLAND TRAVEL, IMPEDED.

The rain had the effect of deterring visitors from going to Coney Island, so the damage occasioned by the washing of sand across the tracks of the New York and Sea Beach Railroad on the section of the line between Third and Fifth avenues, South Brooklyn. There is a

trains were irregular.

At SAMDT HOOK.

At about five o'clock in the evening the storm sudfenly broke into a hurricane, greatly endangering the shipping in the bay and causing many vessels to seek satety inside of the railroad dock, the rain being so thick as to almost stop all vision, as would a dense fog. The steamer New Brunswick, bound from New York, put in andfeast her anchor a short distance from the dock. The St. Johns arrived at her wand time, but had great difficulty in the hot had great difficulty in the stance. New York, put in andgeast her anchor a short distance from the dock. The St. Johns arrived at her usual time, but had great difficulty in getting alongside of the dock to land her passengers, of whom there were about two hundred on board. They were finally placed on shore, however, without mishap. The Sea Bird, which plies between New York and Red Bank via the Shrewsbury River, on her way to the latter place was compelled to make fast to the freight dock for safety, while the Helen, of the same line, on her way to New York, was laid up on the flats near the Highlands. The Jesse Hoyt, which is due from New York at eighteen minutes past six P. M., did not arrive until nearly seven o'clock, and in attempting to back in along the west side of the dock ran into the stern of the St. Johns without any damage to the latter, while her own starboard stern was considerably damaged, her rail and decorative work being carried away. The Hoyt's passengers were compelled to remain on board nearly an hour and a half before she could get out a gangplank. A rush was then made for the Long Branch trains. It was nearly nine o'clock when the wind, which had been northeast and north, changed to the northwest; the rain then abated and the storm was to all appearance over, and in a few minutes the St. Johns left for New York. All fears which had been entersined of the track being was hed out were now at an and, as the northwest wind would tend to beat down the breakers.

At LONG BRANCH.

isined of the track being was hed out were now at an and, as the northwest wind would tend to beat down the breakers.

At LONG BRANCH.

Though the storm had raged on the Jersey coast with great violence for three days, with but slight intervals of abatement, it was not until about half-past five o'clock last evening that it reached its highest intensity. The wind blew a gale from the northeast, carrying destruction before it. The rain, which was little more than a heavy mist throughout the day, then came down in torrents, flooding the streets at Long Branch and drenching unfortunate pedestrians. Trees were uprooted and blown down. Signs and flagstaffs were carried away. It was with great difficulty that the few stages that continued their traffic between hotels and the depot were able to make their trips. The wires of the Western Union Telegraph Company were so damaged that all communication between Long Branch and New York was broken off. A travelling circus which had been advertised for the past two weeks, and which was to show at the Branch in the afterneon and evening, started to set their large tent. They had partially succeeded in doing so when the wind get under it and blew it down, almost killing one of the members of the trupe. Hotel proprietors are getting alarmed lest the bad weather may scare away their guests. The Plymouth Rock from Moumouth Beach station to Seabright. The tide in the Shrewsbury is unusually high, coming up to within a short distance of the railroad station between Seabright and Bellevue, where the track was carried away about two years ago. It is feared, should the storm continue, that the track was carried away about two years ago. It is feared, should the storm continue, that the track was carried away about two years ago. It is feared, should the storm continue, that the track was carried away about two years ago. It is feared, should the storm continue, that the track was carried away about two years ago. It is feared, should the storm continue, that the track was carried away

the occupants have suffered terribly from the storm. Many of them were compelled to sit up all night holding umbreilas over them. As morning dawned a large number were found seeking more comfortable quarters. Most of them were denethed to the skin, while the contents of their tents were soaked through and through. Several sick persons had to be carried out of the tents to private cottages, but it was almost an impossibility to get a room, so great is the rush here.

[BY TELEGRAPH TO THE HERALD.] Newport, August 18, 1879.

A severe rain storm has prevailed here all day, and the weather since Friday has been wet and disagree-

POUGHKERPRIE, N. Y., August 18, 1879. The storm which commenced on saturday con

tinues with renewed violence. The wind is heavy from the northeast. The upward bound steamers are behind time, and the northerly bound trains are delayed by the trees which have been blown across the track at flastings. The fall of rain has been very heavy.

DAMAGE AT CAPE MAY.

CAPE MAY, N. J., August 18, 1879. A violent wind and rainstorm has prevailed here all day. The streets were flooded, trees torn up, telegraph wires prostrated, and this evening a por-tion of Denizot's pier was carried away. A very heavy wind prevails to-night, and, with the high tide, considerable damage is feared.

ATLANTIC CITY, N. J., August 18, 1879. A severe storm set in early this morning and inwind reaching over sixty miles per hour. There was a heavy rainfall, and many of the streets are was a heavy rainfall, and many of the streets are inundated. A large coasting schooner is in distress from the loss of her sails. She has cast anchor within a short distance of the beach. The crew (consisting of five persons) are lashed to the rigging, but as yet all efferts of the life saving crew to rescue them have failed. The schooner lies in a very dangerous position. At ten P. M. the wind had abated somewhat, but a tremendous surf is still rolling. The name of the vessel cannot be ascertained.

REAUPORT AND MOREHEAD CITY, N. C., GREATLY DAMAGED - NARROW ESCAPE OF HOTEL GUESTS-ONE LIFE LOST-GENERAL RUIN AND DEVAS-

BY TELEGRAPH TO THE HERALD. MOREHEAD CITY, August 18, 1879. The most terrible storm with which we have ever been visited commenced at twelve o'clock this morn ing, the wind being due east. At six o'clock A. M. it blow a hurricane from the southeast, and at twelve, midday, hauled to the southwest, a change which saved Beaufort and Morehead from entire destruction. Seventy-five thousand dollars will not Beaufort, and \$20,000 will not cover that at Morehead. The Atlantic House, the largest hotel in this part of the country, is entirely demolished, not a vestige being left. There were one hundred and fifty guests in it and there was not a particle of clothing saved by any of them. The people did not begin to leave until the waves were a stampeds as only threatened danger will cause took place. The young men saved all the ladies and

took place. The young men saved all the ladies and children at the danger of their, own lives, and though all the baggage, rurniture, etc., went to destruction not a single life was lost.

Losses in Beaupour.

The stores of Messrs. L. A. Willis, Henry Clawson, Samuel Gabriel, William Sabiston and Chadwick & Jones were totally destroyed and their goods all lost. To-day the front street of Beautort is strewn with lumber, trunks and goods, and crowds of people, some of them barefooted, are trying to identity their property.

or Jarvis and family, Mr. James Davis, and

some of them barefooted, are trying to identify their property.

Governor Agrvis and family, Mr. James Davis, and many other prominent people were at the Atlantic, and lost all their clothes. Colonei Faison, of Raleigh, it is said, lost \$500 in money, and there were many others who lost funds as well as clothing. Beautort is not in ashes, but in debris. The Ocean View House, the other hotel at Beautort, is damaged badly, and there is no telling how many private houses are ruined. There is not a wharf left in the town of Beautort, and only two or three out of her hundreds of sailboats are fit to sail in.

MOREMEAD CITY'S DISTRISS.

Morehead City also suffered terribly. There are one thousand yards of the roadbed of the Atlantic and North Carolina Raliroad washed away between the town and the depot, and a channel of savonty-five yards wide is cut through one part of it. The large platform of the warehouse, which was on screw piling and which has withstood many a blow, is entirely gone, only one pile being left. The shingles on the north side of the depot or warehouse were all blown off, while, strange to say, the south side, which was exposed to the wind, was not hurt. A large house around the railroad water tank was blown down. The town lost its market house, a schoolhouse, a large wharf and a colored Methodist Episcopal Church, all entirely destroyed. W. L. Arendell lost a fishhouse, bathhouse and 300 terrapins; D. Bell a fishhouse, there boats badly damaged, two windmills and 3,000 terrapins, owned partty by him and partily by Mr. Wiggins. There were twelved welling houses blown down and nearly every house in town is minus its chimney. The watchman at the depot, Mr. Thomas Webb, came near losing his life. He was cut off from the main land, and when rescued at twelve o'clock to day was nearly exhausted. The wind had blown all his clothing off, with the exception of his shirt and pantaloons.

his clothing on, with the case, pantaloons.

Since writing the above it is reported that Mr.

John Hughes, the son of Major John Hughes, of
Newbern, lost his life in the ill-tated atlantic House.

He was a young man of good promise.

EFFECTS OF THE STORM ON THE NORTH CARO-

LINA COAST. WILMINGTON, N. C., August 18, 1879. A terrific storm of wind and rain visited this see tion early this morning. At four A. M. the velocity of the wind had reached sixty-eight miles per hour. A large number of shade trees were prostrated in

A large number of shade trees were prestrated in the city and several houses and sheds were unroofed. No lives were lost.

The German bark Marie went ashore on the middle ground between the rip and the bar. The mainmast was cut away and the fore and muzzenmasts went with it. There was seven feet of water in the hold. The British bark Kate Bonsheld went ashore above Battery Island, but she will come off without trouble.

It is teared that serious damage has been done

MIDNIGHT WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, August 19—1 A. M.

For New England, rainy, tollowed by clearing weather, northeast, backing to northwest winds, stationary or higher temperature, followed by rising

For the Middle Atlantic States, clear or partly cloudy weather, northwesterly winds, stationary or For the South Atlantic States, partly cloudy

weather, preceded in the Carolinas by occasional rain, winds mostly northerly, stationary tempera ture, rising barometer.

weather, light variable winds, mostly northerly, nearly stationary temperature and barometer. weather, winds mostly southerly, nearly stationary

temperature and barometer.
For Tennessee and the Ohio Valley, slightly warmer, clear or partly cloudy weather, light south For the lower lake region, clear or partly cloudy weather, light, variable winds, nearly stationary temperature, generally rising barometer.

For the upper lake region, the Upper Mississipp and Lower Missouri valleys, partly cloudy weather, occasional rains, winds mostly from southeast to southwest, stationary temperature, stationary or

For the Pacific coast region, clear or partly cloudy The Ohio River will fall.

Cautionary signals continue at Cape Hatterna Kitty Hawk, Cape Henry, Norfolk and Eastport. Cautionary off shore signals continue at Lewes. Cape May, Atlantic City, Barnegat, Sandy Hook, New York, and are ordered for New Haven, New London, Newport, Wood's Hole, Boston and Section 8, Port-

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as

Indicated by the thermometer at Hadnut's pharmacy, HERALD Building, No. 218 Broadway:— 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 1878, 1879, 187 

A MISSING HEIR.

[BY TELEGRAPH TO THE HERALD.]

CINCINNATI, Ohio, August 13, 1879.

An unexpected piece of good luck has overtaken William Ulmer, who until recently was barkeeper at the Lookout House, one of the hill top resorts in this city, providing he can be found. The late proprietor of that piace of resort to-day received a letter asking Ulmer's whereabouts, and advising him that his father had just died in Paris, leaving him and his brother, who resides at Philadelphia, a fortune of 500,000f. The brother is an architect, who assisted in the plans for the Centennial bullings at Philadelphia, and his present address can be easily obtained, but William left here some months ago, and it is not known where he now is. The deceased, who left the fortune, was an extensive wine merchant in Paris, and the inquiry for the sons comes from his widow, their mother. the Lookout House, one of the hill top resorts in

FOUR MEN TO BE HANGED.

THE MURDERERS OF JOSEPH BABER POR INSUR-ANCE MONEY SENTENCED-ONE MAKES A PULL CONFESSION-NOT THE CNLY TRAGEDY OF

LEBANON, Pa., August 18, 1879. This borough was unusually excited to-day by the sanouncement that Henry F. Wies, one of the six murderers of old Joseph Raber, to obtain \$10,000 insurance on his life, had made a full confession of all he knew of that terrible tragedy. The excitement was greatly increased when it became known that the murderers were to be brought into court to receive the sentence of death. Five of them were brought through the rain into the court room, which was crowded to overflowing. Zechman, the sixth murderer, was not brought in, owing to the fact of his having been granted a new trial. Drews, Stichler, Brandt, Hummel and Weis took seats in the jury box. Weis clasped his hands as if in prayer. His head was bowed and he wore a deeply penitent look and woebegone expression. Even since his im-prisonment he has been nearly constantly praying, singing hymns and reading the Bible. He has kept himself away from his fellow prisoners, and they have learned to hate him because they had suspicions that he intended

his fellow prisoners, and they have learned to hate him because they had suspicions that he intended to make a confession. Such was the fact. His story of the murder covers thirty odd pages of manuscript. When District Attorney Adams this afternoon moved for the sentence of death on Brandt, Hummell, Drews and Stickler, these prisoners stood up and Weis remained seated. They looked upon him sharply and with seeming contempt. Weis kept his eyes upon the floor.

When the four were asked if they had anything to say why sentence of death should not be passed upon them the following answers were made by each in a firm and clear tone of voice:—Drows said, "Can't say any other way than that I am not guilty;" Streechler said, "Well, I ain't guilty, and I didn't git justice here;" Hummel said, "I have nothing to say at this present time," and Brandt said, "No, I have nothing to say; when the proper time comes I will tell it." In passing sentence on the four "to be hanged until they are doad," Judge Henderson very feelingly advised them to put their trust in God rather than men.

WEIS TO BE A WITNESS.

Weis then stood up, but his head was bent and his hands chasped. He was very much agitated. Sentence in his case was deferred until some future time. All were then sent back to jail. Weis is to be used as a witness against Zechman, the sixth murderr, whose trial will shortly take place here. His contession fully implicates Zechman, and for fear of projudicing his case the attorneys object to having the confession published in fail. The document implicates all of them. Weis admits that he was in the original plot to murder faber, but at that time the plan was to have him chloroformed to death, and not to drown him, as was finally done; that he subsequently withdrew from the conspiracy, and that Drews, one of the murderers engaged to do the deed, had promised him that it should not be done.

The confession takes in all of the accused and gives a full expose of the startling mania of those rough backwoodismen for speculating i

LATRIMOUILLE'S FATE.

VISITED BY HIS FAMILY-HIS APPARENT IN DIFFERENCE.

ALBANY, August 18, 1879. Hilaire Latrimouille, the Frenchman convicted f the murder of Catharine Dunsback at Crescent near Cohoes, is to be executed in the corridor of the Albany jail on Wednesday. Preparations for the rection of the gallows will be begun to-morrow afternoon. The corridor is unusually narrow even for jail corridors and cannot contain 100 persons upon such an occasion as this. The weight for hoisting the prisoner will be attached to a rope, extended through a crevice in the jailer's inner room, and there the executioner will strike the blow which will send Latimouille into eternity. The prisoner maintains an indifferent demeanor and refuses to see any reporters. When the news that Judge Westbrook had refused his petition for a new trial reached him he remarked that he did not care; the matter was entirely indifferent to him, and the news that his counsel were applying elsewhere for a reprieve was of even less apparent concern.

On Sunday Jailer Crounse permitted the mother, father, brother and several other relatives of the prisoner to remain with him, as well as Father Broulette, a priest from Cohoes. No other visitors were admitted. The prisoner was so incensed at some misstatements by a reporter of an Albany paper that he threatened to throw any other reporter who might come near him out of the window, and accordingly not even reporters were admitted. His relatives remained all day with him and his mother remained all day and all night and is still with him to-day. Father Broulette this morning celebrated a mass row even for jail corridors and cannot con-

mained all day and all night and is still with him to-day. Father Broulette this morning celebrated a mass in his cell, administered the sacrament and performed all the other usual devotional exercises. Sheriff Wemple announces that the execution will be as pri-vate as the law will permit, and that he has already given out all the tickets of admission that he intends to give out. The execution will be the first held in Albany since the hanging of Lowenstein in 1874.

ARMY . INTELLIGENCE.

WASHINGTON, August 18, 1879. Hospital Steward William Richardson, of the United States Army, is relieved from duty in the Department of Dakota, and is ordered to report in Department of Dakota, and is ordered to report in person to the commanding General of the Department of Missouri for assignment to duty.

By direction of the President, Captain Daniel D. Wheeler, Assistant Quartermaster of the United States Army, is relieved from duty at the Indiana Ashbury University, Greencastle, Ind., and ordered to report by letter to the Quartermaster General, United States Army.

NAVY INTELLIGENCE.

THE TENNESSEE'S ORDERS.

Washington, August 18, 1879.

The Secretary of the Navy said to-day that it was his orders that the United States steamer Tennessee, now at the Brooklyn Navy Yard, should be got ready for sea without delay, and that she will be put in commission early next month. The impression hav-ing become general that she will be ordered to the Mediterranean, the Secretary says all the young naval officers in the service on leave are anxious to be ordered for duty on the Tennessee. Where she would be ordered, the Secretary said, would not be made known until she is put in commission.

Onders and changes, Captain Robert F. R. Lewis is ordered to command Captain Robert F. R. Lewis is ordered to command the Shenandoah at New York. Lieutenant Commander William S. Dana to the Shenandoah as executive. Lieutenant F. H. Delano to command the torpedo steamer intrepid at New York. Passed Assistant Surgeon Bohn A. Tanner to the Navy Yard, Boston. Passed Assistant Surgeon B. F. Rogers to the nautical schoolship St. Mary's at Glen Cove, L. L., N. Y. Lieutenant Uriah I. Harris, Master Horace P. McIntosu, Cadet Midshipman Francis W. Kellogg, Elward H. Tillman, Andrew Cunningham and John Hood; Cadet Engineers Charles G. Talcott, George R. Salisbury and George Dunn to the Shenandoah, at New York. Paymaster James E. Tolfred to the Shenandoah, and to discharge the duties of fleet paymasier of the South Atlantic station. Boatswain John Hall to the training ship Minnesota, at Portland, Me. Lieutenant William W. Mead is detached from duty at the torpedo station and ordered to the Shenandoah. Lieutenant William A. Moran from the Navy Yard, Boston, and ordered to the Shenandoah. Lieutenant John E. Carmody from the command of the Intrepid and ordered to the Shenandoah. Lieutenant John E. Carmody from the command of the Intrepid and ordered to the Shenandoah. Lieutenant Seyton Schroeder from the Hydrographic Office, and granted leave of shence for five months. Passed Assistant Surgeon F. B. Stephenson from the Navy Yard, Roston, and ordered to the Shenandoah. Passed Assistant Engineer John W. Ross from the Schoolship St. Mary's and ordered to report in person to the President of the National Board of Health. Chief Engineer William J. Landin from special duty on the Kamining Board and ordered to the Shenandoah. Passed Assistant Engineer John K. Barton from special duty on the Kamining Board and ordered to the Shenandoah. Boatswain Henry P. Grace, from the Navy Yard, Portsmouth, N. H. Boatswain John W. McCadery, Irom the Portsmouth, and ordered to the Navy Ard, Portsmouth, N. H. Boatswain John W. McCadery, Irom the Newy Yard, Portsmouth, N. H., and ordered to the Shenandoah. Carpenter G the Shenandoah at New York. Lieutenant ComSCANDAL AND ELOPEMENT.

MATTEAWAN AND FISHKILL LANDING GREATLY EXCITED-A WHIPPING ADMINISTERED BY AN OUTRAGED WIFE-BELIGION BELIED.

Newsung, N. Y., August 18, 1879. There is unusual excitement in the villages of Fishkill Landing and Matteawan, caused by the alleged elopement of Mr. D. C. Haver with the wife of a Matteawan hatter named Webster Tompkins. Haver is a good looking man of about fifty-five years of age. He went to Fishkill Landing about ten years ago and engaged in business. He has a son and three or four daughters, all grown up, one of the latter being married. When Haver located in Fishkill Landing he joined the Methodist Church, He day school children, exhorted lustily in prayer and class meetings and was chosen a steward.

A VILLAGE SCANDAL.

Haver, however, like many another one before him family and his church, and proceedings, looking to his ignominious expulsion from the church and a legal separation from his wife, will soon take place. The cause of all this is Haver's alleged culpable intimacy with women and the culminating act of eloping with one of them-a married woman. A few days ago Mrs. Webster Tompkins, of Matteswan, a manufacturing village, a mile or so east of Fishkill Landing, where Haver's principal operations have taken place, went to Cold Spring, ostensibly to visit

manufacturing village, a mils or so east of Pishkill Landing, where Haver's principal operations have taken place, went to Cold Spring, ostensibly to visit friends. The next day sho started, as she said, for Brooklyn, but got off the train at Garrison's, the next station below. Here she bought a ticket for Utica, and, with her six months' old bube in her arms, took the next train north on the Hudson River Railroad. On the same day Haver said he had innortan business at Pougakeepsie, and he took a train for that place. He had previously drawn all the money he had in the banks, and it is bolieved that he joined Mrs. Tompkins at Foughkeepsie. A day or two after this a friend informed Mr. Tompkins that he had seen Haver and Mrs. Tompkins together at Albany. Mr. Fompkins investigated, and he discovered that not only had Haver and Mrs. Tompkins left for pastures new, but that his child and money, jeweiry and other valuables had gone likewise. Mrs. Tompkins left two other children behind. An officer was sent to Unea to apprehend them. Mr. Tompkins procured a warrant for the arrest of both on the charge of larceny. Officer Pettie was detailed to do the work. He spent four days in a truitiess search for them, and returned reporting only a partial clew to their whereabouts. The woman in the case is twenty years younger than Haver, and is not very preposaesing.

The immediate cause of Haver's alleged sudden elopement was the horsewhipping he and Mrs. Tompkins received at the hands of Mrs. Haver. This lady became acquainted with the state of affairs between them, and, satisfying herself that Haver years regular in his attentions to Mrs. Tompkins, she dotermined to put an end to it if possible. Armed with the state of affairs between them, and, satisfying herself that Haver years regular in his attentions to Mrs. Tompkins is he dotermined to put an end to it if possible. Armed with the sate of affairs between them, and, satisfying herself that Haver years regular in his attentions to Mrs. Tompkins iost large quantities of h

FREIGHT DISCRIMINATION.

ROCHESTER, N. Y., August 18, 1879. At the session of the Hepburn Railroad Freight Rate Discrimination Committee to-day the examina ion of millers was continued.

Joseph Farley, connected with the Whitney Mill. testified as follows:-On the 1st of last May the New York Central road carried flour from Buffalo to Al-bany for eight cents a barrel, and we were charged fifteen cents and Buffalo millers twenty cents; through rates are so low that I an unable to compete with Western millers; I think the New York roads are in a measure to blame for this.

W. W. Mack was sworn and testified:-I have lived here since 1865; was in the machinery business from 1866 to 1887; have had practical experience in regard to freight rates from the West as compared with rates from Rochester; they used to make us great deal of trouble; I used to ship from here to New York and from New York to Cincinnati at a less rate then to Cincinnati direct from here; I saved four-

York and from New York to Cincinnati at a less rate than to Cincinnati direct from here; I saved fourteen cents on a hundred pounds by so doing; the freight rate from here to New York was sixty cents per hundred, and by shipping to St. Louis via New York I saved eighteen cents on a hundred pounds; I do not know what roads carried the goods.

The Farmers' Alliance propared an address to the committee, stating the grievances of the farmers, which concluded as follows:—"We demand that there be no discrimination in regard to individuals or locations, but that rates be as nearly as possible in proportion to the service rendered as regards citizens of this State, and as to travel, and traffic of other States we demand that the rates charged over the roads of this State, added to the expense incurred in bringing them to or conveying them from our roads, always be something more than is charged our own citizens over our own roads. In demanding this much we are sure we are right, and it is in no spirit of hostility or threat that we avow our determination to contend for it until it is conceded to us, or until we enforce it by legislation. We disclaim all partisan designs in our organization, but believe it our duty to vote only for such law makers as concede the justice of our demands. We believe the mechanical and all the industrial interests of the State are identical with the agricultural, and that the present policy of the railroads will unite us in a common effort to secure just trestment.

OBITUARY.

Miss Julia Holman, singer and actress, died at London, Ont., on Saturday evening. Mr. James Holman, a tenor singer of excellent musical capacity, formerly a member of St. John's Chapel cheir in this city, had four children, two boys and two daughters, whom he brought up to the stage. They were all assessed of excellent voices, the girls both being opranos. Their mother was formerly an actress and singer at Mitchell's Olympic Theatre in Broadway, and was excellent, not only as a follower of Thespis, but as a singer. Mr. Holman himself was also good in either capacity. During the long run of "David Copperfield" Mr. Holman played the part of Steerforth with general satisfaction. His children grew up around him, and he finally organized an English opera troupe, combined with larce, with which he made a tour of many Western towns, tectiving much approbation. His operas were given to piano accompaniment alone, Mrs. Holman having a reservice of tourieen or afficen operas, which she played from memory entirely. Miss Julia had better talent as a singer than as an actrees, although she was very good in tarcical situations, one of her characters being in the farce "A Thousand Milliners Wanted," wherein she made nightly hits. Miss Holman was a lady of peculiarly sweet disposition, and her death is a loss to the musical as well as to the dramatic profession. She was comparatively young and had a pleasant future before her. Not a great artist, she was a pleasing one, and many of her Western friends especially will mourn her loss as that of a personal friend. nd singer at Mitchell's Olympic Theatre in Broad-

Rev. Simeon S. Jocelyn died on August 17, in his eightieth year, at the home of his brother, at Tarrytown, N. Y. He was a native of New Haven, Conn., and started in life as a bank note engraver, and supported himself by this pursuit long after he obtain his license as a Congregational minister. His first charge was a colored flock in his native town, for whom he labored for tweive, years, when he came to williamsburg and opened the First Congregational Church, corner of South Third and Eleventh streets. Here he endeavored to abolish all distinction between white and colored persons. In 1846 he became connected with the American Missionary Association, and held office in it until 1863. He also in 1846 was active in the movement for the protection and relief of the slaves who muttined on the Spanish ship Amistead, which resulted in the return of the unfortunate ment of Africa. He was always prominent in movements for bettering the condition of the colored population of the country, and was a colleague of Greeley, Cerrit Smith and Garrison in the abolition fight.

fight.

His funeral will take place to-day at two F. M. at the New England Congregational Church, South

FIGHTING THE FEVER.

Vigorous Measures for Cleansing Memphis.

THE MORTALITY UNCHANGED.

Stringent Quarantine Regulations for Tennessee.

AID ASKED FROM ENGLAND.

IBY TELEGRAPH TO THE HERALD.

MEMPHIS, Tenn., August 18, 1879. The most prominent of to-day's sick are John S. Skeffington, late Attorney General of Haywood county, Teun., who was stricken early this morning: Thomas H. Cooke, one of our most prominent young men, who has a large landed and improved property inter-est; J. C. Hook, a printer in the Appeal office, and Mrs. Van Anderson and her daughter Mary. Mrs. Anderson resides five and a half miles cast of Memphis, on the Poplar street boulevard. She left the city twenty-eight days ago, and it is not known that she had any intercourse with infected people from here. Her father was the late ex-Governo James C. Jones, of one of the oldest and most noted families in the State of Tennessee. Dr. G. B. Thorn ton, her physician, says her case is a most malig THE DEPOPULATION OF THE CITY.

Your correspondent this afternoon interviewed Mr. John Johnson, a member of the State Board of Health and superintendent of Quarantine. In answer to the inquiries, What plans the State Board of Health have under consideration looking toward the further depopulation of Memphis and the isolation and disinfection of dwellings where the fever has appeared? he answered as follows:—
"The further depopulation of Memphis can only be

effected by persons going into camp. I have urged this from the beginning and think the lives of many can yet be saved if these suggestions are acted upon especially by the poorer classes, both white and col ored, who, from necessity, live in poorly ven tilated and overcrowded habitations. By di rection of Dr. D. J. Plunket, president of State Board of Health, for the isolation of dwellings in which there are cases of yellow fever, the most rigid means will be taken, and to that end arrangements are now being made to take effect to morrow. General W. J. Smith has been appointed special inspector to carry out these plans, which, under his management, will doubtless prove effective. The details of the system have not been perfected, but will be predicated upon the rules of the State Board of Health. Where the necessity arises guards will be stationed to prevent communication with the inmates of infected houses. If necessary, streets will be closed to all travel, and intercourse with infected districts, as far as possible, will be interdicted.

A THOROUGH DISINFECTION.
"A thorough disinfection of the city will be com menced immediately. Every sink is to be disin-fected and all cellars examined, and where nuisances are found they will be abated. The beds, bedding and all textile fabrics in the houses of persons having yellow fever are to be disinfected by steaming or boiling. For this purpose we are having a steam boiler and tank fitted up. The houses of the sick will also be given a thorough cleansing and fumiga-

"In response to the inquiry if the quarantine regulations of the State Board were still being en-forced Mr. Johnson said that they were, and more stringently than ever before. It is the duty of the State Board to protect other portion of this and adjoining States, and as the infection becomes more wide spread in the city the duties of inspecting officers as a necessity become all the more important. I shall endeavor to see that all the protection possible is given to other portions of the State, for which they have the right to look to me as the representative of the State Board. NEW CASES.

Thirteen cases more were reported to the Board of Health to-day, six of which were those of colored persons. The following are the names of the

T. H. HAHN, aged 21, corner of Jackson and Main ED FREELAND, aged 18, corner of Vance and Hernando streets.
WILLIAM CARROLL, aged 34, No. 94 Desoto

Mrs. JULIA ZELLER, aged 26, No. 119 Beale Mrs. GFORGE WEISS, aged 30, No. 24 Ross avenue. WILLIE STEIN, aged 10, corner of Carolina and

Fifth streets. The death list is as follows:-

Mrs. ELIZABETH HITSCHER, aged 36, No. 168 Johnson svenue.
WILLIAM COSTELLO, aged 50, Carolina street, near Seventh.

ARTHUR LEGRITE, aged 24, No. 169 De Soto street.

GRIFFO SALVETTA, aged 31, No. 246 Madison LORENTZ SALLIS, aged 48, City Hospital.

ALEXANDER FRANKLIN (colored), aged 27, No. 250 Monroe street. W. C. NELSON, aged 14, five miles out on the Pop-

lar Street Boulevard.

At a meeting of the Executive Committee of the Committee of Safety, held this afternoon, the following was submitted by Mr. A. D. Langstaff,

president of the Howard Association :-DR. LANGSTAPP'S REPORT, MEMPHIS, August 18, 1879.
TO THE EXECUTIVE COMMITTEE OF THE COMMITTEE

DR. LANGSTAPP'S REPORT.

TO THE EXECUTIVE COMMITTER OF THE COMMITTER OF SAFETY:—

GENTLEMES—In accordance with a resolution adopted by this body August 14 I was appointed a delegate to visit Cairo. III., to confer with the National Board of Health in regard to obtaining relief for Memphis. I left here last Thursday evening and met Dr. S. W. Mitchell at Bartlett and invited him to accompany me. On the quarantine boat, located below Cairo, to which we were taken, I met Dr. J. S. Billings, vice-president and Dr. Bennis, member of the National Board of Health, Dr. Plunkett, president of the Tennessee State Board of Health, and other prominent physicians. After an interview of several hours I became satisfied that the gentlemen there present had to a certain extent misunderstood our request as forwarded by Dr. Jerome Cochrane, and that my mission could only be successful by having Dr. D. T. Porter, Dr. G. B. Thornton and Mr. John Johnson to meet them at some point contiguous to Memphis, it being impossible for these gentlemen to visit an intested district and then have free access to other places to which their duties called them. Drs. Billings and Plunket agreed to my proposition. I telegraphed to Mr. John Johnson, inviting him to the conference. It took piace at McKenzle, and resulted, as I had anticipated, in a complete and thorough understanding between all parties interested. I desire to express my appreciation for the favorable consideration given to me and the gentlemen of this committee who were present at that conference by Dr. Billings, who expressed every willingness to assist us as much as the most liboral construction of the law would permit; also to Dr. Plunket, of the State Board of Health, for valuable advice and for the assurance of co-operation in any work undertaken by us for the suppression of the fever or to prevent its extension beyond the limits of Memphis, I also desire this committee to apprai to have a supposed to the suppraise of the president of the Consideration. All of which is respectf

here may require. Up to date the Howard commissary department has issued 10,156 rations to yellow fever patients and their nurses.

THE CTEAR SIGE.

In addition to the hese cases reported to the Board of Health the Howards to-day furnished nurses to the following patients:—

Mrs. Bartholomew.

Thourse books.

Thomas Dobbs.
Alexander Scott.
Jack Gimmerson

Alexander Scott.
Jack Gimmerson.
Philip Ryan.
Mrs. Connelly.
Richard Watson.
William Stein.
James O. Murphy.
Joseph Stilken.
James Burko.
General Skefington.
Mrs. Sally J. Anderson.
Of the sick to-day Edward Moon and Edward Shloss are progressing favorably and W. W. Guy was not so well. The thermometer has ranged from sixty-four to eighty-one degrees.
Another case of fever was developed at White haven, Tenn.—that of Miss Byrdie Goffie, the eldest daughter of the ticket agent at that station. Dr. R. W. Mitchell, who returned to night from Bartlett, Tenn., reports a negro down with the fever three miles this side of Bartlett. He had been to Memphis for rations and had lingered here for three days.

AN ALLEGED INFECTED SCHOONER.

PROVIDENCE, B. I., August 18, 1879. The schooner Susan Stetson, Captain Hale, of Damariscotta, from Miragoani for Boston, arrived at Dutch Island Harbor on Friday last. Complaint having been made that she had vellow fever on having been made that she had yellow fever on board Governor Van Zandt sent Captain Melville, as health officer, to inspect the vessel and report. Cap-tain Melville reports this morning that all now on board are well, but the captain's wife had died at Hayti and two seamen died on the passage, all of yellow fover. The vessel looks clean and the re-maining six men appear well. She will leave for Boston as soon as possible.

THE FEVER INCREASING IN HAVANA.

HAVANA, August 18, 1879. One hundred deaths from yellow fever occurred here last week, being an increase of seven as com-pared with those of the previous week.

CASES AT QUARANTINE -PAVORABLE SYMPTOMS-TWENTY-TWO YELLOW FEVER PATIENTS THE

SEASON-MORTALITY ON SHIPBOARD. Both the cases referred to yesterday as having been taken to the hospital, that of Burke, from the steamship City of Vera Cruz, and of Camilla, a waiter on board the steamship Saratoga, were reported tavorably yesterday afternoon. No new cases were

The parents of the Lopez child who died of vellow fever at the hospital on Sunday, remained there yes terday awaiting the arrival of the sealed carket in which the remains were to be placed and deposited at Seguine's Point until fall. The casket was sent

down yesterday afternoon in Dr. Vanderpoel's boat.
The brig Ortolan, Captain Dorp, from Cardenas, Breakwater. Captain Dorp reports that while at Havana two of his crew died of yellow fever, and one man, J. Francisco, was taken sick between Havana and Cardenas, and died at the latter place July 22. Captain Dorp reports all well on board on arrival. The Ortolan will be sent to Upper Quarantine to dis-

The Ortolan will be sent to Upper quarantine to dis-charge.

The bark Addie McAdam, Captain Morrison, from Cardenas, has discharged at Upper Quarantine, and will go up as soon as the permit is approved.

The steamship City of Vera Cruz (Alexandre's line), from Mexican ports and Havana, has passed quarantine, so far as cleaning is concerned.

The schooner Elien M. Donovan, from Miragoane, Hayti, arrived at Lower Quarantine yesterday, and reports that two of the crew died of yellow fever while in port and that the captain was slightly sick on the passage. The vessel is consigned to Brott, Son & Co.

on the passage. The vessel is consigned to Brott, Son & Co.

During the season thus far there have been received in Quarantine Hospital twenty-two yellow fever patients, which is a slight increase over the corresponding period last year.

The weather was so bad yesterday that little quarantine work could be done among the shipping, below or at the discharging ground. A few permits were given, but the complete examination of vessels was postponed until to-day, when, if the weather proves favorable, there may be a liberal relief from the delay and expense of taking cargo on board by lighters.

MISS ROACH'S SUICIDE.

HOW AND WHEN SHE ARRIVED FROM EUROPE AND WHO ARE SAID TO HAVE BEEN HEB FRIENDS.

The young woman who committed suicide last aturday evening by jumping from the steamer Bristol had, it is ascertained, been a passenger on board the steamship Denmark which arrived at pier 39 North River, yesterday week. On the previous Sunday a young man who gave the name of Joseph Langfield called at the dock and inquired if the Denmark had arrived. Upon being answered in the negative, he handed a letter to the gateman and requested to have the communication delivered to the purser on the arrival of the vessel. The letter was addressed to Miss Roach, the dec The latter, during the voyage, proved an attractive, ladylike person, and was much thought of by the officers and Captain Williams, the commander of the steamer, who treated her with great kindness, she being alone. She was about twenty years of age, possessed a good figure, her with great kindness, she being alone. She was about twenty years of age, possessed a good figure, a handsome face, and dressed with becoming taste. Her manners and conversation were those of an educated lady. She was duly handed the letter and seemed to be greatly delighted at its receipt. She left the steamer with the other passengers, and nothing was known of her movements until last Saturday, when about four P. M. she returned to the steamer and went on beard. While ascending the gangplank she stumbled and fell and had a narrow escape of falling into the water. She was rescued in time and conducted on board in safety. She remained conversing with Captain Williams for a short time, and in taking her departure, it is said, was joined by Mr. Frank Griffiths, who is assistant superintendent of the Delaware, Lackawanna and Western Railway and an intimate friend of Captain Williams. Miss Roach and the gentleman who was supposed to be Mr. Griffiths drove away from the pier in a carriage, and it is further said that he conducted her to the Fall River boat, which left at hairpast five F. M. According to the books of the National line, Miss Roach went to Europe on the 12th of April last, on the steamer Greece. She appears to have been unaccompanied on both voyages.

Among the papers in the purse of Miss Roach was a memorandum having written across it "Box 22d Hoboken." Postmaster Farmer, of Hoboken, yesterday said to a Herallo reporter that box No. 226 was a memorandum having written across it "Box 22d Hoboken." Postmaster Farmer, of Hoboken, yesterday said to a Herallo reporter that box No. 226 was rented by a gentleman connected with the Delaware, Lackawanna and Western Railroad, but he declined to make his name public.

A reporter of the Herallo had an interview with Mr. Griffiths, at his residence, at Roseville, near Newark, last night, and he stated that he had read in the new papers. He was told briefly the facts relating to husself as given above, with the exception of the Post Office box part of the story.

A PLANING MILL IN PLAMES.

The extensive planing mill, box factory and lum ber yard of Eussell & Johnson, on the Wallabout, was in flames last night. The establish ment includes two large buildings and lumber yard, with a frontage on Kent avenue and Rodney street. The fire broke out in the fire room of the planing mill, and in less than five minutes from its discovery that building was enwrapped in flames, and, a high ing was enwrapped in flames, and, a high and prevailing, the fire was quickly communicated to the box factory and lumber yard. The watchman took the horses out of the stable. By the time that was effected five engines and three trucks, under Chief John W. Smith, were at work. It was found impossible to save the two story frame dwelling of James McDonald, No. 52 Ross street, and his hot house. The three story brick tenement No. 131 Kent avenue, owned by H. B. Scholes, and occupied by several families, who lose all their household goods, was also destroyed.

stroyed.

The losses are:—James McDonald, No. 32 Ross street, \$1,000, no insurance; H. B. Scholes, No. 131 Kent avenue, \$500, insurance unknown; families occupying the latter building, about \$200 each, with no insurance; Russell & Johnson, on buildings, machinery and stock, estimated \$125,000; insurance unknown. It is supposed that the fire originated from shavings and chips used for fuel is the fire room.

COURTING INVESTIGATION.

Henry J. Dudley, Superintendent of Buildings, has addressed a letter to the President of the New York Chapter of the American Institute of Architects, the President of the Mechanics' and Traders' Ex-change and the President of the Master Carpenters' Association, asking them to confer together and ap-Association, assing them to conter together and appoint a committee "for the purpose of making a full, thorough, scrutineus and impartial investigation of the affairs of this department and its efficers." This action is taken, he says because certain rumors are circulating through the city which, if true, would impair the efficiency of the Department of Buildings, Mr. Duddey says that he courts investigation of his official acts and prefers that it should be made by those who would be almost the only sufferers by his wroughloting.